

## CHAPTER II.

### SURVEYS AND WORKING-PLANS.

#### I.—SURVEYS.

• 20. The topographical survey, under Colonel Pullan, continued the survey on the 4-and 8-inch scales, and that officer reports that 419.75 square miles at a cost of Rs. 34,054 were completed. This represents a cost per square mile of Rs. 81.2, which is a very favourable rate as compared with the previous year's (Rs. 190).

21. As soon as the remaining forests of Eastern Yellápúr and Sírsi and of Kalghatgi have been surveyed, it will not be necessary to survey any more areas on the larger scale, but it appears to be desirable to complete the whole of the compact and valuable teak-forests comprised in this area on the same scale.

#### II.—WORKING PLANS.

22. Messrs. Oliver and Bell were engaged in the preparation of working-plans for the teak-forests to be tapped by the proposed tramway, but no working-plan has yet been submitted by them. They complain of the difficulty of obtaining labour and ascribe the slowness of the progress made entirely to that cause. It is unfortunate that they have had to commence work in the most unhealthy tracts in the Circle; but, after every allowance has been made for the undoubtedly difficulties with which they have had to contend, I am quite at a loss to understand the slowness of the progress made, and shall be extremely disappointed if, by the end of next season, they have not completed working-plans for the whole of the teak-forests of the Northern Division of Kánara east of the Káneri-river.

23. The result of their enumerations shows that 4,108 tons of large teak-timber could be safely exploited annually from the area which now supplies the Halliál-market with timber. An annual yield of 13,511 tons of other species could also be obtained, but it appears doubtful that more than 2,000 tons of the latter could be sold.

24. If the forests of the Gund-group could be conveniently exploited in the direction of Halliál 600 tons more teak could be obtained, but they are so very difficult to get at, being cut off by the Káneri-ravine, that, for the present, at all events, it appears preferable to export the produce by means of the Kálánadí to the Kódibág-depôt, on the coast.

25. No determination has been come to in regard to a railway from the Southern Marátha Railway through the tract, above referred to, which now supplies the Halliál-depôt with timber. Since the close of the year, a Committee appointed to investigate the matter (Government Resolution No. 4751 of 8th July, 1890) has, however, submitted a report to Government in which it recommends that a tramway, to be worked by bullock-power, should be made between Halliál and Shiróli, a distance of 21 miles. With the present available means of transport, it is impossible to get out the sustained yield of teak and the estimated saleable quantity of other timber.

26. A justification of the estimated sustained yield of the forests, which would be tapped by the proposed tram, was submitted to Government with my No. 3958 of 23rd December, 1889, and a working-plan for the whole area will, I trust, be ready before a line could be laid between Halliál and Shiróli. It does not seem to be necessary to defer the construction of the line until a working-plan is made, because we know what the sustained yield is; that all the produce to be exploited for the next forty years must come by the route the tram is to take; that the latter will greatly cheapen exploitation; and that it is improbable that we shall be able to work up to the proposed yield unless a tramway be constructed, or a large number of buffaloes and carts be purchased by Government, an alternative which would not pay nearly as well as a tram.